AUTO CLUB WILL ELECT TOMORROW

Choice of Officers Will Be Followed by Plans for Summer Trips.

ROAD CONTESTS PROBABLE

Pathfinding Car Leaves Detroit to Point Out Way for Glidden Tour, Which Is to Come West for First Time.

Automobilists in Portland have done little the past week as far as making any plans for the future in the way of tours or races, on account of the pending election of a new set of officers for the Portland Automobile Club. This election was to have been held last week but as arrangements could not be made to suit all the members of the club, it had to be postponed. Tomorrow night is the time set for the choosing of the officers for the coming year. As soon as the new set has been installed plans and arrangements for the present season will be taken up.

A number of active automobile men and women are agitating the matter of having tours and contests similar to those undertaken in the East and Middle Western states. These tours and races are under the direction of the American Automobile Association and valuable trophies have been presented to the winners of the contests. For these tours pathfinding cars are sent out in advance to mark the way for those who intend to make the trip and arrangements are made before hand, all along the line, for the convenience of the travelers. Sleeping and eating accomodations are then made and all that is necessary for the tourists to do is to follow the course that is marked out for them and enjoy the outling to their hearts' content. Chicago and New York are the centers of these preparations. The majority of the Portland automobilists are members of the American Automobile Association, and every member of the Portland Automobile Club belongs to it.

* * *

On March 12, began the most interesting piece of work preparatory to this year's American Automobile Association tour and contest for the Glidden and Hower trophies, when the pathfinding car started from Detroit, in charge of the veteran, Dal Lewis, to lay out the route for the participants in this annual classic of motoring.

As has been generally understood, the tour this Summer will run through the Middle West, stopping at Chicago. Denver and other important points where the contest has not before touched. The contestants will visit new places, will have a different character of roads, will traverse a greater distance and compete under new rules. For these and other reasons it will be the most interesting and important of all the contests for this famous trophy.

This year, for the first time, it will be possible for an individual entrant to win the Glidden trophy. It will not be a competition between clubs and there will be no teams. The winner of the Glidden prize will have personal custody of it for a year, it being a perpetual trophy. There will be a new Hower trophy for runabouts, which will become the permanent possession of the winner as in former seasons. This year there is also a new prize for cars with miniature bodies, or double rumbles. This is known as the Detroit trophy, it having been subscribed for and presented by the motorists of that city. The Glidden deed of gift had to be altered to permit of its going to an individual instead of a club and the rules of the contest have been modified accordingly, the changes being such that a single winner is certain to be evolved. The cars will be classified and penalties will be imposed in fractions of a point for repairs and replacements.

The tour will be a little longer than usual this year, but not much more strenuous, except that the rules will be more exacting to prevent the large number of tied scores there have been at the finish in former years. Some poor roads will be encountered west of Chicago, but Glidden contestants will not be surprised at anything in this line and it is expected that the average daily distance covered will be as great or even greater than in former years.

The most distinctly novel feature of the tour this year will be the arrangements for the overnight accommodation of the contestants over a part of the distance west of Chicago. Arrangements are being made to have a group of sleeping and dining-cars accompany the tour and be side-tracked at the various night stopping places. This is necessary because of inadequate hotel room. It will obviate the annual bickering about "a room and bath" in places where there are not enough for all and also it will make it compulsory to exclude women from the tour. The sleeping and dining-cars will afford accommodations at a lower cost than hotels.

Dal Lewis, who has laid out the route for a number of tours, expects to be four or five weeks on the work this year. He is accompanied by a photographer and will have different newspapermen along at different stages. The first night stop of the tour after leaving Detroit probably will be Kalamazoo, and the second one Chicago, although it will take Mr. Lewis longer than two days to get to the Windy City.

* * *

"It is surprising the number of cars that have been sold in the last few weeks in Portland," said one dealer yesterday. "The factories in the East are not able to supply us as fast as we send in the orders. There are dozens of people in the city who are waiting for their cars to arrive and we have to keep pounding the factories on the back all the time to get our orders filled. The factories are doing their best to help matters by running night and day but even at that they can't keep up.

"Farmers from the different parts of the state are mighty good customers these days," he continued, "and as they nearly all have the ready cash to put up for a good car we sell a number to this class. At first they would buy small cars and cheap models but they have got over that and now want the best cars the market affords. They figure that a car is not only a luxury but a necessity, and a money-saving vehicle. Sometimes they think a long time before they will buy a $3000 or $4000 car but when they are made to think of the amount in sacks and bushels instead of dollars and cents it goes a long way to induce them to buy."

* * *

"The roads are now in the best condition I have ever seen them," said one auto enthusiast, "and for several weeks they will be in good shape. After that, if there is no rain, they will begin to get dusty. I drove over to Salem the other day and the trip was one of the best I have even enjoyed. We made the run in a little over two hours and didn't hurry much either. The roads in the other directions are good also at the present time except in the places that have been muddy and are left with holes in the ground. Otherwise they are in first-class shape."

Fine Track for Salt Lake.

SALT LAKE, April 17.—All preparations for the race meet to be held here from May 22 to July 7, under the auspices of the Utah Jockey Club, are practically completed, and the meeting will be the biggest thing of its kind ever held in the Intermountain region. To make Salt Lake City one of the great racing centers of the country, the Jockey Club proposes to build a mile track near the city, a fine clubhouse, grandstand and a paddock, the complete track to cost the club between $250,000 and $300,000.

Over 100,000 trees are said to be destroyed every year in the collection of the bark from which is made the drug cascara sagrada.

SPRAY SOON TO FLY

Local Motorboat Enthusiasts Grooming Craft.

PLANS MADE FOR RACES

Willamette Motorboat Club Expects to Show Speed in Some of Its Entries and Will Compete at A-Y-P Races in Seattle.

BY GEORGE J. KELLY.

These are busy days along the water front. The pleasant weather of the last few weeks has brought out the owners of the fleet of small river craft and they are all busy getting their boats into shape for the coming season. Along either bank of the river, almost any place you may go, you will find the owner of a boat with his most useful friends wielding the paint brush, tinkering with the engine or putting on some new rigging. There is estimated to be in the neighborhood of 350 motorboats or launches in local waters, ranging from the small power canoes up to the commodious gasoline yachts. The total value of these boats aggregates many thousands of dollars. In the backyards and basements of Portland there are at least 200 more motorboats under construction.

In this mosquito fleet are a number of boats of widespread reputation for speed performance, especially so with reference to the "Wolff," John Wolf's fast 40-footer, and Otto Rauft's "Happy Heinie," which created a stir on the river last season. These boats defeated in their respective classes all other local boats and even the high power eastern boats that were sent here last year to compete with them.

Already this year a number of speedy-looking boats have made their appearance and the question of local supremacy is a very uncertain one. The "Coxey," a speedy boat from the East, is the most notable recent addition to the local fleet. There will be some surprises on hand for there are a few of the local amateur builders who look wise when race matters are talked of and the blisters on their hands seem to indicate that somewhere in some secluded spots are being constructed models that will some day soon kick the spray over their antagonists.

The Willamette Motorboat Club, the organization of local motorboat enthusiasts, has prepared a schedule of racing events for the coming season. The first of these will be held on next Decoration Day, and the winning boats in the 40-foot and 22-foot classes, respectively, will represent the club in the international races at the A.-Y.-P. exposition in Seattle in June. Portland already holds the Pacific Coast championship in the free-for-all, and hopes soon to add one or two world's championships to the list.

In order to send these two boats to Seattle it will be necessary to raise by subscription at least $500 to pay the expenses of the transportation, etc. When it is considered that a few motorboat enthusiasts will spend all their spare time for the next few months and also a goodly portion of their not very available capital in a spirit of civic pride to have Portland on the map in the international races, and in view of the fact that the world-wide advertisement derived therefrom will do much towards "500,000 in 1912," it would seem that the business men of Portland should rise to the occasion and subscribe liberally towards this end.

The Motorboat Club has succeeded, after overcoming many discouragements and obstacles, in perfecting a creditable organization, whose object is the promotion of the sports of motorboating. The club is located in a beautiful spot on the Willamette river, owns its own floating home, has its caretaker and a gas engine mechanic, gasoline supply tanks, motorboat supplies and other conveniences for its members.

The Willamette and Columbia rivers present a most attractive field for cruising, where the motorboat in a few hours of pleasant riding can reach the finest of picnicking, hunting or fishing grounds, and after a day of glorious sport can arrive home in his boat before dark, rejuvenated in mind and body by the bracing river air. Truly it is the rarest of sports and it is taking a stronger hold every day on Portland's lovers of outdoor life.

SALT LAKE CITY Y. M. C. A. WRESTLING TEAM.

The above athletes are scheduled to meet the Multnomah wrestlers tomorrow night. The group consists of the following: Top row—D. B. Judd, 145 pounds, and Professor M. R. Yokel, instructor of association; Second row—C. M. Miller, 125 pounds, and B. R. Harker, 158 pounds; Lower row—C. P. Evans, 135 pounds, and C. F. Crabbe, 115 pounds.

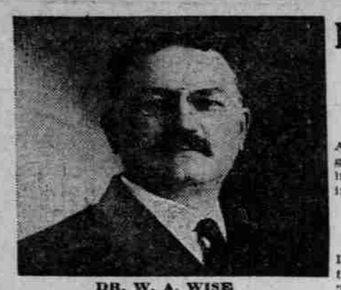
PORTLAND MAN IS CHOSEN

M. D. Wisdom Will Supervise A.-Y.-P. Livestock Exhibit.

M. D. Wisdom, former secretary of the Lewis and Clark Exposition and the present secretary of the Oregon commission to the Alaska-Yukon-Pacific Exposition, has been appointed superintendent of the livestock exhibit for the fair. This appointment was tendered Mr. Wisdom on account of his experience in livestock matters in recent exhibitions. Mr. Wisdom made the statement to the Seattle fair authorities that more than $1,000,000 worth of horses had been sold on the Pacific Coast since the Lewis and Clark Fair by two Eastern horsemen who brought their stock to be exhibited in Portland.

The Oregon building on the fairgrounds is being rapidly completed and at the present time the artists are painting Oregon scenes inside the building. For frames these scenes will have grains and grasses arranged on the borders. The building, it is expected, will be ready to receive its exhibit by May 15.

Rosenthal's pumps fit at the heel.



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22 Years a Leader in Painless Dental Work in Portland.

Now is the Best Time of the Year to Have Your Teeth Out and Your Bridge or Plate Work Done

As there is less danger of contracting a cold and having sore gums. Then go to the Wise Dental Company, which is the best place in the city to have this kind of work done, as they have a large staff of skilled dentists, who have made this work a specialty for the past 22 years.

TWENTY-TWO YEARS ESTABLISHED IN PORTLAND

Is a splendid guarantee of our efficiency and fair treatment of our patrons. We have thoroughly solved the problem of Extracting and Filling Teeth without causing the slightest pain to the patient, and you can have any number of teeth extracted without feeling the slightest twinge of pain or suffering any bad after effects.

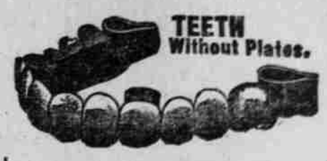
ALL WORK GUARANTEED FOR FIFTEEN YEARS

SPECIAL PRICES

22-carat Gold or Porcelain Crown for $3.50
22-carat Bridge Teeth (guaranteed), each $3.00
Gold or Enamel Fillings, each $1.00
Silver Fillings, each ..... 50¢
Inlay Fillings of all kinds, each $2.50
Good Rubber Plates, each ... $5.00
The Best Red Rubber Plates, each $7.50

All Instruments Thoroughly Sterilized

Another feature of this office—there's no danger of infectious disease. Every instrument is carefully sterilized by an expert attendant every time it is used.



We Attach a Bridge

Which works perfectly and chews your food as well as the natural teeth. A well-made bridge is one of the greatest blessings it is possible for a skilled dentist to provide his patient. A well-placed bridge lasts a lifetime and never causes annoyance of any kind.

Drop in and let us tell you what is needed. You can have the work done to suit your convenience and pocketbook. Our terms are the most reasonable in Portland, considering the high-grade work always supplied.

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Should remember that our force is so arranged that WE CAN DO THEIR ENTIRE CROWN, BRIDGE AND PLATE WORK IN A DAY if necessary. POSITIVELY PAINLESS EXTRACTING FREE when plates or bridges are ordered. WE REMOVE THE MOST SENSITIVE TEETH AND ROOTS WITHOUT THE LEAST PAIN. NO STUDENTS, no uncertainty—but SPECIALISTS who do the most scientific and careful work.

WE ARE INCORPORATED AND IT'S A SPLENDID GUARANTEE of our efficiency and permanence in business. Few offices in the Union have attained the volume of work and extensiveness of organization to warrant incorporation. It is an assurance to patrons that the offices will be continued, so that they may have their work not only done today but five or ten years from now, as the case may be. It makes the guarantee of this dental organization mean just what it says.

THE WISE DENTAL COMPANY, Inc.

DR. W. A. WISE, President and Manager.

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YACHTING ON BOOM

Oregon Yacht Club Is Making Extensive Plans.

MAY BUILD A SUBSTATION

Site at Linnton Talked Of by Members, New Officers of Club Elected and Campaign for New Members Will Soon Be Started.

Yachting will have a most successful season this year, according to the assurances of the Oregon Yacht Club at the annual meeting held in the clubhouse Friday night. Most all the yacht owners on the river are working hard to advance the sport and are trying to improve the sailing qualities of their respective boats. There will be numerous races scheduled this year and some handsome trophies, which have been offered by various clubs, will be tried for as never before. In order to win these prizes, a number of new yachts are being built, and the indications are that closer contests than in any previous season will be seen on the Willamette River.

Portland has been conspicuous in the yachting line, as the yacht which won the Northwest record was built here by a Portland young man. Portland youths have the water craft fever, and not only are there several smaller boats being built, but they are aspiring higher and have undertaken the building of large sailing vessels for both pleasure and racing purposes.

At the meeting of the Yacht Club Friday night, the following officers were elected for the coming year: Commodore, R. B. Foster; vice-commodore, Ira F. Powers; port captain, Lewis V. Woodard. A board of directors was chosen, consisting of Max Meyers, Gladstone Stevens and F. P. Young. A secretary and treasurer will be chosen this week from the board of directors.

A committee for taking charge of the racing arrangements was appointed and consists of Francis D'Arcy, chairman; T. C. Barbas and Lee Wells. John C. Butterworth was elected measurer and a house committee, consisting of P. M. Baldwin and F. S. Green was also chosen. The retiring Commodore, W. A. Knight, reported the club in better condition than ever before, as did the secretary and treasurer in regard to their respective offices.

In order to secure a larger membership, the clubmen decided to take off the initiation fee until June 1 for the benefit of applicants who wish to join the club, if these would pay a year's dues in advance. In order to make the yachtmen get out and rustle for new members, it was decided to award a magnificent Morris canoe to the man that secured the greatest number of new members.

The matter of building a sub-station near Linnton, at the mouth of the Willamette River, was brought up and favorably regarded. The idea is to enable the yacht owners to have a place to stop and take on supplies, to make repairs, or for any other purpose that the station may be made use of in sailing to and from the ocean.

There are a number of fast yachts on the river that will be in service this year, and several of them that will take part in the annual races. Among the most prominent of these are the Skylark, built by H. T. Todd; the Gadfly, owned by Charles Schibley; the Corsair, by Max Meyers; the Comet, by Lee Wells; Fore and Aft, by H. F. Todd; Wauna, by Dodge and the Taylor brothers; Wizard, by H. Haggedorn; Jewel, by J. F. Powers; Zepher, by H. Bonnon; Peek-a-Boo, by H. Lee; Gismonda, by John Templeton; Rascal, by R. W. Foster; Hoot-Mon, by Mackay brothers, and Buster Brown, by Robert H. Osten. There are about 30 boats of different sizes in all on the river belonging to the Oregon Yacht Club members, in addition to 100 canoes.

Hood River 11; The Dalles 4.

HOOD RIVER, Or., April 17.—(Special.)—The Dalles High School baseball team, which tried conclusions with the High School boys of Hood River this afternoon, was easily defeated by a score of 11 to 4. Today's game marks the opening of the season for the local schoolboys, who have arranged a schedule which includes a series of games with the schools at Vancouver, Wash.; Goldendale and The Dalles.

SEATTLE SECURES REGATTA

North Pacific Oarsmen to Meet on Puget Sound in July.

SEATTLE, Wash., April 17.—Seattle is to be given one more chance to make good with the North Pacific Association of Amateur Oarsmen. Several years ago Lake Washington was named as the official course of the association. Portland, Vancouver, Victoria and Nelson, B. C., sent crews here at great expense, and the visitors were naturally chagrined to find that Seattle was not represented in any of the events. R. W. Wilbur, of Portland, president of the association, came here and talked things over, arriving this morning, and after a short conference with Seattle rowing enthusiasts, he announced that Seattle would get the regatta and that the dates will probably be July 18 and 19. Senior and junior crews will be entered in each event, and it will take two days to run off the show.

RICH CHINESE DETAINED

Indianapolis Merchant Forced to Lodge in Immigration Station.

SEATTLE, April 17.—After detention with his wife at the Seattle immigration station for several weeks, while his right to admission into this country was being investigated, Moy Kee, a wealthy Chinaman, of Indianapolis, was admitted this afternoon and will proceed at once to Indianapolis, where the Celestial has exetnsive business interests.

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We Challenge Every Automobile Owner Now Using

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TIRES

To buy and use one tire of any other make. Particularly let the man who never used any but Diamond Tires, check up his experience—get first hand knowledge.

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To buy just one Diamond Tire—to put it on the right rear, the hardest place on his car, then check comparative tire results carefully and impartially.

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For the aggregate saving in tire cost to automobile owners this year, as a result, is a low estimate. We are very earnest. We publish this advertisement in utmost good faith. As an economic proposition every user of an automobile should make the test proposed. Catalogue, etc., on request.

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HARRY MURPHY SURVEYS WEEK'S HAPPENINGS IN THE SPORTING WORLD